

**From:** [Bernedine Lund](#)  
**To:** [Commission-Public-Records](#)  
**Subject:** [EXTERNAL] COmmissioner"s meeting Tuesday Fed 23rd  
**Date:** Monday, February 22, 2021 11:27:04 PM  
**Attachments:** [PoS Commissioner 2-23-2021.pdf](#)  
[PoS 2-23-2020 Fagerstrom email.pdf](#)

---

**WARNING:** External email. Links or attachments may be unsafe.

Hi, wanted to do this in person, but signed up for FAA webinar on noise for the rest of the week. I'll try to log in to watch the beginning of the meeting

Here are written comments along with e-mail from Tom Fagerstrom that really helps explain the issue with the temp noise monitor.

Thanks for the video conferencing.

Bernedine

2-22-2021 PoS Commissioner's meeting, Public Comment, Bernedine Lund, resident of Federal Way, member of QSPS and volunteer for 350 Seattle Aviation Group

Hello, Commissioners,

Thank you for installing the temporary noise monitor at Nautilus Grade School. The noise monitoring company posted the results of the temp monitor A002 and I have been comparing the data from the monitor SEA22 at Sacajawea Jr. High with that from the temp monitor.

Some summary observations from looking at the data for from the two noise monitors:

- The flight paths are very exact and consistent. Just a small change in the flight pattern can be seen with changes in the number of flights the noise monitors capture. This shows that the current flight patterns do really impact particular residents and not others.
- About 4-6% of the flights were captured more than once by the same noise monitor, and several times a flight was captured 3 times. This shows that people on the ground can hear the same flight for over 1 min, somethings for 90 seconds. This is not how the FAA captures noise from flights in its DNL noise metric.
- For the flights captured by both noise monitors, the flights captured on A002 were quieter and lower than those same flights on Sea22 monitor. This seems dependent on the flight path and beyond what I was able to look at.

Side note: Tom Fagerstrom is always very helpful, as you can see from his e-mail, and pleasant to work with.

More details about the flights:

For Dec 2020 the two monitors captured and reported 10,660 flights. The flights that were not captured by both monitors were removed, so the final number of flights captured by both monitors went down to 3,403 flights.

**Number of flights for Dec 2020 captured by Noise Monitors A002 and Sea22**

	<b>Sea22</b>	<b>A002</b>	<b>Totals</b>
Total flights captured	7,053	3,607	10,660
Duplicate flights reported by same monitor	-388	-123	-511
Flights captured by one monitor but not the other	-3,262	-81	-3,343
Flights captured by both monitors	3,403	3,403	6,806

There was quite a difference in the number of flights reported by the two monitors. I was surprised by this difference as was Chris Hall. We didn't realize how different the counts would be from what

looks like a small difference in the flight paths. Tom Fagerstrom helped us see that difference with the diagram he sent (see his email attached).

To compare the flights captured on both monitors, first duplicate flights and then flights reported by one monitor were deleted. The majority of flights not evaluated were the 3,262 flights (46%) that were only captured by monitor Sea22. The number of flights captured by both monitors was 3,403.

After looking at such detail at this data, I have to agree with Tom Fagerstrom that Monitor 22 seems really well placed to capture most of the flights.

As I mentioned last week, the noise from the planes is very loud at times and makes going outside even for a walk very hard to do. The non-response from the FAA on a new noise metric and the arrogant attitude about the public complaints needs to be addressed by more than the few people who speak up at public meetings. The FAA's attitude makes the abuse we take with the noise all the harder to endure.

**Fagerstrom, Thomas** <fagerstrom@portseattle.org>

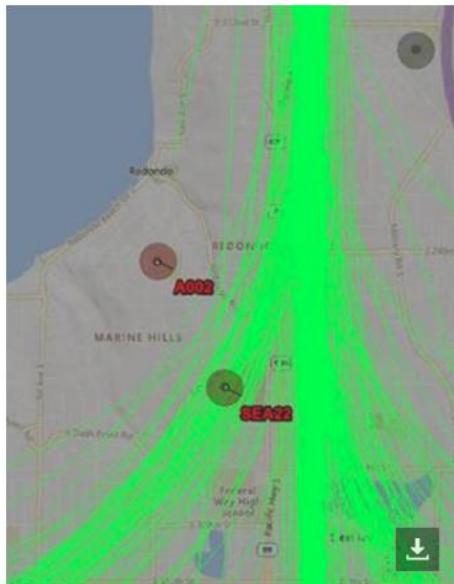
**To:** Bernedine Lund

Tue, Jan 19 at 11:18 AM

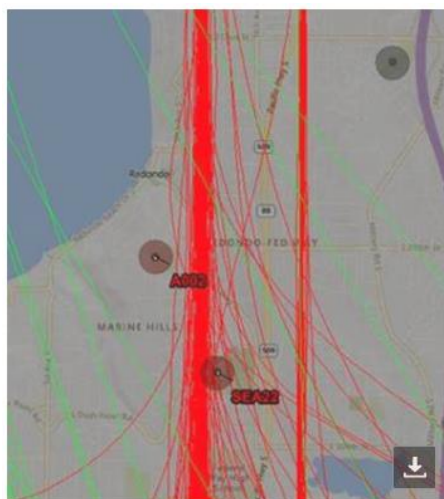
Hi Bernedine,

I'm glad that you have been able to access the data from the temporary monitor at Nautilus. The fact that monitor 22 at Sacajawea has more SEL noise events than Nautilus is simply due to #22 being better positioned relative to the departure and arrival flight paths. Monitor 22 at Sacajawea is one of the best positioned monitors in the system.

South-flow departures and the 2 noise monitor sites:



North-flow arrivals and the 2 noise monitoring sites:



SEL and LEQ are two separate metrics. Any ambient, or neighborhood, noise that is not associated with an airplane is separated out and put into Community Noise LEQ. This does not influence SEL events.

As stated in the Data Limitations tab in the Noise Tableau site, SEL and LEQ metrics are not comparable to the calculated DNL values determined by the FAA's AEDT noise model.

In reviewing the Noise Monitoring page, we did not find an issue with the Raw Noise Data Fact Sheet link. However, if you are having trouble loading it you may view it in the tableau site as well (Raw Noise Data Information). We will update the Late Night Noise information on the Noise Monitoring page. The Late Night Noise Program webpage at the site contains the latest information for review.

Thanks again for your continued interest in the noise monitoring data. Take care and stay safe.

**Tom Fagerstrom**  
**Noise Programs Coordinator**  
**Noise Programs**  
**P.O. Box 68727**  
**Seattle, WA 98168**  
**Email:** [Fagerstrom@portseattle.org](mailto:Fagerstrom@portseattle.org) | **Office:** 206.787.6793 |  
**Cell:** 206.556.5279 | [flySEA.org](http://flySEA.org) |

**From:** Bernedine Lund <philandbernedine2002@yahoo.com>  
**Sent:** Sunday, January 17, 2021 4:11 PM  
**To:** Fagerstrom, Thomas <Fagerstrom@portseattle.org>  
**Cc:** Anne Kroeker <annek@36524.com>  
**Subject:** [EXTERNAL] few questions about the noise data

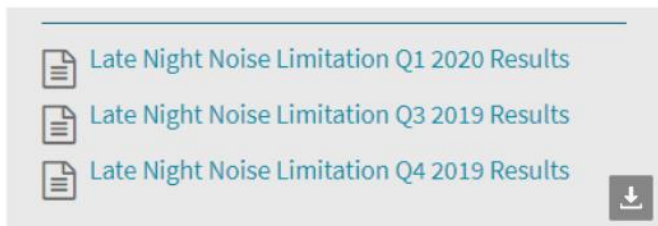
Hi, Tom, you may have seen already that I downloaded the noise data for the Temp monitor #002 at Nautilus Grade School. I'm now working on looking at the flights that were captured on both monitors and those that were only captured on one of the monitors: Monitor #002 captured 3,607 flights while Monitor # 22 captured almost twice as many at 7,053.

This of course brings up some questions:

1 - do you have any ideas why there is such a large discrepancy? I know the neighborhood noise is a factor in the LEQ but is it also a factor in the SEL values? Or does it have more to do with the flight path and/or altitude.

2 - Is there a way to determine an estimate of the DBL difference between the two monitors? For example, is there any way to get from any of the LEQ data to the DBL the FAA uses? Do you have any suggestions on how to compare the noise levels between the two monitors? For example, for the estimated 3,600 flights that were captured on both monitors, I was thinking of comparing the SEL value and the differences between the two monitors; or I could look at the differences between the LEQ values per day.

3 - In looking at the Aircraft Noise Monitoring System page on the PoS webpage, I see the list of documents posted under Other, but it seems about 6 - 9 months out of date.



Can you add more recent quarters to the Late Night Noise Limitation quarter 1 2020 results.

4. On the same page, right under the map of the monitors there's a statement that says:

**Information about raw noise data can be found on our raw noise data fact sheet.**

When you click on that link, the link seems broken because the message comes up saying the page is not there. Can I find it somewhere else or can you have the link fixed?

Thanks for your help.

Bernedine